



USS WHITE PLAINS (AFS-4)

FPO SAN FRANCISCO 96601

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From: Commanding Officer, USS WHITE PLAINS (AFS 4)  
To: Director of Naval History, Washington Navy Yard, Washington,  
D. C.

Subj: Command History

Ref: (a) OPNAVINST 5750.12B

Encl: (1) USS WHITE PLAINS Command History, 1976 (3 copies)

1. Enclosure (1) is provided as required by reference (a).

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By direction

1. CHRONOLOGICAL LISTING OF EVENTS
2. NARRATIVE

### Chronological Listing of Events

Jan 1 - Apr 15	Overhaul, Yokosuka
Apr 16 - 20	Ready for sea, Yokosuka
21 - 26	Enroute Subic Bay
27 - 30	Load Subic Bay
May 1 - 21	Load Subic Bay
22 - 24	Enroute Guam
25 - 31	Disaster Relief Guam
Jun 1	Disaster Relief Guam
2 - 5	Enroute Subic Bay
6 - 8	Upkeep Subic Bay
9 - 13	Enroute Yokosuka
14 - 20	Upkeep Yokosuka
21 - 30	Refresher Training
Jul 1 - 9	Refresher Training
9 - 12	Enroute Subic Bay
13	Load Subic Bay
14 - 31	Special Operations/Indian Ocean
Aug 1 - 6	Special Operations/Indian Ocean
7	Inport Subic
8 - 12	Enroute Yokosuka
13 - 31	Upkeep/Load Yokosuka
Sep 1 - 5	Upkeep/Load Yokosuka
6 - 13	Services East China Sea/Enroute Subic
14 - 19	Load Subic
20 - 27	Subic (Command Inspection 20-23 Sep)
27 - 30	Enroute/Participate Operation KANGAROO II
Oct 1 - 25	Enroute/Participate Operation KANGAROO II
26 - 28	Enroute Townsville, Australia
29 - 31	Visit Townsville, Australia
Nov 1	Visit Townsville, Australia
2 - 11	Enroute Services Coral Sea/Philippine Sea
12 - 17	Pre-Insurv Yokosuka
18 - 23	Insurv
24 - 30	Upkeep Yokosuka
Dec 1 - 2	Upkeep Yokosuka
3 - 7	Enroute Services
8 - 12	Visit Hong Kong
13 - 17	Enroute Services
18 - 29	Holiday Upkeep Yokosuka
30	Inport Yokosuka

## NARRATIVE

The new year of 1976 found USS WHITE PLAINS three and one-half months into her seven month overhaul. During this period she received all new gun mounts, several UNREP stations were removed, and an extensive reconfiguration of her radio central was accomplished.

A busy employment schedule followed completion of overhaul, indeed, as she had had a four day ready-for-sea period and was underway 21 April for Subic Bay, Republic of the Philippines. Upon arrival, a complete reload of stores commenced.

After three and one-half weeks of load-out, Typhoon Pamela struck Guam, and the island was designated a major disaster area.

WHITE PLAINS got underway on very short notice with supplies of paper cups, plates, brooms, mops, buckets, and carbonated beverages this time to replenish an island. Arriving in Guam on 25 May, crew members saw tankers and tugs beached within the confines of APRA Harbor. Besides providing supplies, WHITE PLAINS also furnished working parties to help in the massive clean-up of the island's disaster caused by Pamela.

WHITE PLAINS was underway on 2 June enroute Subic, for a three day upkeep. From there, enroute Yokosuka, during which Task Group 76.5 was serviced. In Yokosuka the ship underwent a seven day upkeep period.

WHITE PLAINS departed Yokosuka, Japan the morning of 22 June to commence three weeks of Refresher Training. The weekend of 25 June was spent in Keelung, Taiwan.

WHITE PLAINS was underway on 28 June for continuation of Refresher Training and storm evasion of Typhoons Ruby and Sally. Typhoon Ruby finally allowed us to head north in time to spend the last day of the Bicentennial weekend in Yokosuka. The morning of 6 July we departed to conduct the final battle problem and complete Refresher Training. On 9 July we returned to Yokosuka in late afternoon. Upon arrival, an urgent message was received from CTF 73. Our hopes for a weekend in homeport were shattered when we were directed to get underway immediately. Leaving behind stunned dependents and bewildered Midshipmen, WHITE PLAINS departed for an unknown destination and duration.

Soon after our departure we learned that our immediate destination was Subic Bay to load for maximum endurance and ultimately the Indian Ocean to support TF 77.

Arriving at NSD pier at 0100 on 13 July we immediately commenced loading stores and fleet freight. In the next 32 hours WHITE PLAINS loaded approximately 1227 pallets of material and at 0900 on 14 July we were underway at best speed to join TG 77.7.

Prior to our rendezvous with TG 77.7, WHITE PLAINS ventured into the forbidden domain of King Neptune on 20 July where some 360 pollywogs endured the wrath of the Royal Family before being accepted into the Royal Order of Shellbacks.

During the next ten days, WHITE PLAINS conducted 20 UNREPS with TG 77.7 units plus USNS NAVASOTA (TAO 106) and USS WABASH (AOR 5). A total of 1076 pallets of stores comprising 624 S/T were transferred during these evolutions. Upon completion of the contingency operation, WHITE PLAINS UNREPPED TG 77.7 one last time on 5 August and then proceeded to Yokosuka. Unfortunately, typhoon Fran forced us to seek refuge in Subic Bay the night of 7 August. We departed for Yokosuka the next morning and arrived on the 13th to commence the first major resupply of an AFS by NSD Yokosuka.

On 5 September, WHITE PLAINS departed Yokosuka for Subic Bay with services to TG 77.4 enroute. Once again a typhoon postponed the UNREPS until 10-11 September. When rendezvous was finally accomplished, and weather permitted, we transferred a total of 272 S/T to TG 77.4 plus USS HALEAKALA and USS WABASH. Upon completion of these UNREPS, we proceeded to Subic Bay for a major load adjust and a brief upkeep period, prior to commencement of a Command Inspection, conducted by COMNAVSURFGRU WESTPAC during the period 20-23 September 1976.

The morning of 27 September WHITE PLAINS got underway from Subic Bay for Exercise KANGAROO II, a major joint amphibious/anti-submarine exercise including the Navies of Australia and New Zealand. Enroute to our first scheduled services, WHITE PLAINS, for the second time in three months, ventured into the forbidden domain of King Neptune. However, this time the trusty Shellbacks far outnumbered the lowly pollywogs, who had to pay a dear penalty to be initiated into this Royal Order on 2 October.

During the period 5-28 October, WHITE PLAINS provided underway replenishment services to the USS ENTERPRISE, USS H. B. WILSON, USS BARBEY, USS LONG BEACH, USNS NAVASOTA, and 12 ships of the Amphibious Task Force (TG 76), transferring over 735 short tons of cargo.

On 28 October, after 31 days at sea, WHITE PLAINS entered Townsville, Australia for 5 days of rest and relaxation. The morning of 2 November, much to the dismay of several Australians who couldn't understand how we could leave on one of the most important days, the running of the Melbourne Cup, we were underway for Yokosuka. We arrived back home on 11 November after an absence of 76 days to commence our INSURV Inspection at which WHITE PLAINS was found to be "safe to steam".

From 24 November to 2 December machinery and equipment was quickly reassembled in preparation for getting underway for Hong Kong for 5 days

liberty and shopping. On 13 December WHITE PLAINS departed Hong Kong, loaded with ivory, silk, leather goods, and other goodies for underneath Christmas Trees.

WHITE PLAINS ended another busy year celebrating the holiday season in her homeport, Yokosuka, Japan. She had steamed, in 8 months time, the equivalent of twice around the world.